

SHERRY
MARQUE'S DEL MERITO
JEREZ del la FRONTIRA.
VINO DE PASTO
(Very Choice).
PRICE \$18.00 Per Case.
Sole Agents:
H. Price & Co.,
12, Queen's Road Central.

The China Mail.

ESTABLISHED 1848.

PORT
WARRE'S
CHOICE INVALID
PRICE \$20.00 Per Case.
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
12, Queen's Road Central.

No. 13,270

號二十月十年五零百九千一英

HONGKONG, THURSDAY, OCTOBER 12, 1905.

日四十月九年巳乙

PRICE, \$8.00 Per Month.

CHINA PARCEL EXPRESS.

PARCELS DELIVERED TO ANY PART OF THE WORLD.
AGENTS EVERYWHERE.
CHRISTMAS AND NEW YEAR PRESENTS FOR HOME FRIENDS.
GIFTS OF Silk, Silver, Cigars, Ginger, Tea, Cakes, etc., can be delivered at Home addresses freight, duty, and all other charges prepaid or payable at destination.
SHIP EARLY—To insure goods being delivered in time for Christmas.
Tea, Cigars, etc., purchased and forwarded to destination upon receipt of instructions from Sender.
MACEWEN, FRICKEL & CO.,
3, DUNDAS STREET.
Hongkong, October 3, 1905. 1816

Intimations.

SPECIAL NOTICE.

TO SMOKERS OF EGYPTIAN CIGARETTES.

It is now no longer necessary for smokers to have to hunt for a Cigarette to suit their taste, as we can supply the best EGYPTIAN CIGARETTES, made by us here from selected TOBACCO, Special terms to Clubs and Hotels. Ladies' Cigarettes a Specialty.
ROYAL TOBACCO FACTORY,
T. E. P. SPYROPoulos, Proprietor,
9, BEACONSFIELD ARCADE.
Hongkong, October 12, 1905. 325

LOST.

ON the Po K. Cameron Villa Mount K. H. A. DARK BROWN POINTER PUPPY with new Collar. Reward. Notify F. W. WARRE, c/o Messrs Gilman & Co. Hongkong, October 7, 1905. 1902

WANTED.

A QUALIFIED CHEMIST.
Apply to O. T. 58, CAINE ROAD.
Hongkong, October 6, 1905. 1900

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the Liquidators are prepared to distribute a First and Final DIVIDEND of Two Dollars and Twenty-six and seven-tenths cents per Share to the Shareholders who apply for same and deposit their Share Certificates at the Office of the Under-secured, Alexander Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, September 22, 1905. 1798

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Saloon at the above address. We make Cleanliness a Specialty.
VICENTE BARCELONA, Proprietor.
Hongkong, April 19, 1905. 453

THE DAIRY FARM CO., LD.

FINEST AUSTRALIAN BUTTER
70 Cents per lb.

SECOND QUALITY (Very Good)
60 Cents per lb.

Hongkong, October 9, 1905. 1678

THE POPULAR SCOTCH IS BLACK & WHITE

JAMES BUCHANAN & CO.
Sole Importers of SCOTCH WHISKY.
THE KING OF THE PRINCE OF WALES
Supplied at all the Loong Clubs and Hotels, and to be obtained from All the Principal Stores.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,353 tons, Captain G. F. Morrison, R.N.A.
s.s. KATSHAN, 2,262 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain O. V. Lloyd.
s.s. KINSHAN, 1,595 tons, Captain J. J. Loeu.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HONGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 589 tons, Captain O. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Managers, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

18

THE DRAGON CYCLE DEPOT,
11, D'AGUIAR STREET.

REPAIRS TO BICYCLES AND TYPE-WRITERS UNDERTAKEN & GUARANTEED.

Hongkong, October 5, 1905. 1896

J. WATT JAMESON & CO.,
MARINE SALVAGE ENGINEERS.

THIS Company possesses the most powerful and efficient SALVAGE MACHINERY.

CONTRACTS UNDERTAKEN.

Telegraphic instructions acted upon immediately.

The Company has the Powerful Steamer "CITY OF BIRMINGHAM" (47 Tons, 750 I.H.P.) specially equipped with necessary gear for Salvage purposes, always ready at short notice.

Telegraphic address: "Salvage Hongkong."

A.B.C. 4th Edition, 2 A.I. Codes—HOTEL MANSIONS, 17th FLOOR.

Agents for Messrs SIEBE, GORMAN & Co., Submarine Engineers, Makers of all classes of Diving Gear, London.

Hongkong, October 4, 1905. 1892

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES,
PINCENES AND EYE PRESERVES
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANSIONS, opposite the New Post Office site.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
8a, QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

ALL THE WORLD'S FIGHTING
SHIPS, 1905-6,
by F. T. Jans, \$18.50.

LETTIS DIARIES, 1906.

Great Battles, Their Methods at
Glance, by Beldam and Fry,
illus. by 800 Action Photos, \$18.50
China Coast Tides 5th Series, No. 9,
The Acting Third Assistant, by
Liao Sochin. A Tale of the Tien-
tsin Massacre, 1.00
The 19th of the Classics, Quotations
from the Chinese Classics in
Daily Use, by J. Dyor Ball, 2.00
The Freeman's Hand Book for
India and the Far East, 3.00
Tides and Tides of Muscles
International Law as Interpreted
during the Russo-Japanese War,
by Smith and Sibley, 20.00
National Engineering Trade Lec-
tures: Progress in Gas Work, by
Blackburn, 6.20
Nautical Engineering Trade Lec-
tures: Progress in Pumps, by
Björling, 6.25

Kelly & Walsh, Ltd.

HAVE
REMOVED TO
YORK BUILDINGS,
CHATER ROAD
(OPPOSITE MESSRS GAUPP & CO.)

JAPAN**COALS.****MITSU BUSSAN KAISHA**
(MITSU & CO.)

HEAD OFFICE: 1, SUGITA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.

HONGKONG BRANCH: PAINE'S BUILDINGS, 103 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Tokyo, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Waka-
saka, Kanagawa, Nagasaki, Kuchinotsu, Saio, Maizuru, Miike, Hakodate,
Yokohama, etc.

Telegraphic Address: 'MITSU' (A.B.O. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Mamada, Mannara,
Ogura, Otsu, Sasabara, Tanakura, Yoshimoto, Yoshio, Yonokiba, and other
Coals.

S. MINAMI, Manager, Hongkong.

BROOKETON COLLIERY

Is Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any
steamer calling there. Prompt despatch. For particulars as to Price, etc., please
apply to the Undersigned.
FRESH WATER can also be obtained at the Wharves.
Steamers of any draft can be berthed.

EAST ASIATIC TRADING CO.,
FOR AGENTS.

Hongkong, September 16, 1905.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ENO'S

INVALUABLE IN ALL

FUNCTIONAL 'FRUIT SALT' DERANGEMENTS

OF THE LIVER.

The value of ENO'S 'FRUIT SALT' cannot be told.
Its success in Europe, Asia, Africa, America, Australia,
and New Zealand proves it. THERE IS NO DOUBT
THAT where it has been taken in the earliest stages of
a disease, it has, in innumerable instances, PREVENTED
what would otherwise have been a SERIOUS ILLNESS.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' Without it you have a
WORTHLESS IMITATION.

Prepared only by J. G. ENO, L.D., 'FRUIT SALT' WORKS, LONDON, ENG.,
by J. G. ENO'S Patent.

Sold by Chemists, &c., everywhere.

Intimations.

MITSU BISHI CO.
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.A1, ABO 5th EDITION, WESTERN
UNION CODES USED.ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ARADA.
CHINKIANG: CHENG & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
ways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinmei, Namazuta and Kami-
Yamada Collieries, and also Hojo Colliery
which will shortly be ready to produce on
a large scale the best Buzo Coal.
Sole Agents for Kijio, Komatsu (Tagawa)
and Yashimochi Coal (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,620,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Tak-
ashima Colliery have been completed and
this well-known best and most economical
steam Coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, March 11, 1905.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.**The Chinese Mail**THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.\$8 per Annum delivered in Hongkong,
\$12.50 to all Coast Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL.'

THE**HONGKONG****DOCKS.**

A Record of the Founding
and Development of the
Hongkong and Whampoa
Docks Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price, Fifty Cents.

To be had at the 'China Mail' Office
5 Wyndham Street.**A RAMBLE THROUGH SOUTHERN**FORMOSA:
By G. TAYLOR, L.M. Customs.With Woodcuts
(Reprinted from the 'China Review'.)One of the Best Sketches of Formosa Life
yet written.

Price, \$1.00.

'China Mail' Office, 5 Wyndham Street
Hongkong.**THE REAL THING AT****LAST.****TRY****FUSSELL'S EVAPORATED****CREAMS**NO PRESERVATIVE OF ANY KIND
IS USED.

THIS IS ABSOLUTELY GUARANTEED.

H. RUTONJEE,
No. 5, D'Almeida Street,
and 88 to 90, Elgin Road, Hongkong.
Hongkong, September 29, 1905.

Intimations.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of
Members of the above Club will be
held in the CITY HALL, on SATURDAY,
the 14th October, 1905, at 12.15 p.m.
By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, September 30, 1905.**UNION INSURANCE SOCIETY OF****CANTON, LTD.****NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the
THIRTY-SECOND ORDINARY
YEARLY MEETING of the Society will
be held at the HEAD OFFICE, No. 1,
QUEEN'S BUILDINGS, Hongkong, on
THURSDAY, the 18th October, 1905, at
Noon, for the purpose of receiving the
Report of the Directors together with
Statements of Account for the year 1904,
and for the half-year ending 30th June,
1905, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society
will be CLOSED from the 8th to the
18th October, both days inclusive.
By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, September 15, 1905.

CANTON INSURANCE OFFICE,**LIMITED.****NOTICE TO SHAREHOLDERS.**

THE TWENTY-FOURTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the Office of
the Undersigned at 12 o'clock (Noon), on
FRIDAY, the 2nd October.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 8th to the
18th October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, September 27, 1905.

FOR CANTON.**THE new and fast Twin-Screw Steamer****'SAN CHEUNG.'**651 Tons, Captain J. McGINLEY, will leave
for Canton at 9 a.m. on SUNDAY,
TUESDAY and THURSDAYS and return
to Hongkong on the following days leaving
Canton at 5 p.m. Excellent accommodation,
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.First-class Fare \$5 each way. Second-
class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,

No. 138, Consulate Road Central.

Hongkong, April 1, 1905.

STEAM TO CANTON.**THE new Twin Screw Steamer****'KWONG CHOW.'**

1,300 tons, Captain T. R. MEAD.

1,238 tons, Captain H. W. WALKER.

Leave Hongkong for CANTON at Every
Evening (Saturday excepted).Leave CANTON for HONGKONG about
6.30 o'clock Every Evening (Sunday
excepted).These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity. Electric Fans in First-class
Cabins.

Passage Fare—Single Journey, \$4.00.

Meals, \$1.00 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.

AND

YUEN ON S.S. CO., LTD.,

No. 8, QUEEN'S ROAD WEST.

Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.**S. S. 'WING CHAI.'**

CAPTAIN T. AGSTIN, R.N.R.

THIS Steamer departs from Hongkong
on WEEK DAYS at 8.0 a.m., and
on SUNDAYS at 8.30 a.m. Departs from
Macao on Week Days about 2.30 p.m., and
on SUNDAYS at 5.30 p.m.Fares—Week Day 1st Class, including
cabin and servant, Single \$3, Return
Ticket \$5. 2nd class \$1.50, 3rd class \$0.50.Every Sunday there will be an Excursion
at the following rates:—1st and 2nd Class
Single Ticket \$1, Return \$2, 3rd Class
Single 30 Cents, Return 50 Cents, Steerage
10 Cents.Any meals can be supplied on Board at
a charge of \$1.00 per Meal. On Sundays,
Passengers desiring to have a Private Cabin
which has accommodation for two or more
passengers, will be charged \$3 extra.First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to do so the following day (Mon-
day) on production of the Return Half
Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, the
notice will be given by the Captain, and the
Half Ticket will be available for the follow-
ing day. The Ship is lit throughout by
Electricity.The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street.

SAM WANG COY.,

81, Queen's Road Central.

Hongkong, October 9, 1905.

ADVERTISEMENTS.THE Attention of Advertisers is drawn
to the Latest Hours for receiving
Advertisements and Corrections to Adver-
tisements:—Advertisements and additions to Advertisements
on Pages 2, 3, 6 and 7, should be
sent to this Office not later than 11 a.m. Now
advertisements should be sent in before
5 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

TO LET.2ND FLOOR of No. 6, DES VŒUX
ROAD CENTRAL, now occupied by
the Standard Oil Co. of New York.SPACIOUS GODOWNS, formerly
known as Macdonnell Bank, facing
the Fraya.2 GOOD ROOMS in COLLEGE
CHAMBERS, 2nd Floor, Victoria Build-
ing. Formerly occupied by MEYER & Co.For further particulars, apply to
DAVID SASSOON & CO., LD.

Hongkong, October 6, 1905.

TO LET.A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORTON TERRACE, facing the
Polo Ground.OFFICES, in Course of Erection, Con-
naught Road (near Blake Pier).

GODOWNS PRATA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, August 3, 1905.

TO LET.A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORTON TERRACE, facing the
Polo Ground.OFFICES, in Course of Erection, Con-
naught Road (near Blake Pier).

GODOWNS PRATA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, August 3, 1905.

Intimations.

Vinolia

Soap
Cream
Powder

For the Complexion.

VINOLIA SOAP: 3 Kinds: Premier, Floral, Medical, Toilet (Gels)
and Baby.
VINOLIA CREAM: For itching, Face Spots, Eczema, and all Skin
irritation.
VINOLIA POWDER: For Redness, Roughness, Toilet, Nursery, etc.
VINOLIA SHAVING SOAP: Shaves and Cakes. "Gives a beautiful
lather."

IF YOU CARE

For a good beverage get one whose effects are
pleasant, one which is wholesome and one
which has quality as well as flavour, get

Rainier
BEER

Delightfully refreshing, thoroughly satisfying.
You'll like it.

M. J. CONNELL,
7, BEACONSFIELD ARCADE,
DISTRIBUTING AGENT.

Hongkong, August 29, 1905.

To Let.

SHOP in HONGKONG HOTEL

S. BUILDINGS. Suitable for Office or
Stores. Rent \$25.Apply to
COTTAM & CO.

Hongkong, October 7, 1905.

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply SECRETARY'S OFFICE,
A. S. Watson & Co., Limited.

Hongkong, September 16, 1905.

TO LET.

NO. 4, OLD BAILEY.

Apply to
ARRATON V. APOAR & CO.,

45, Wyndham Street.

Hongkong, October 2, 1905.

TO LET—PARTLY FURNISHED.'FOREBANK,' West (143, MAGAZINE
GAR). Immediate Possession.Apply to
'W. D.,'
Care of 'CHINA MAIL' Office.

Hongkong, September 27, 1905.

SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS.

Apply to
LAUTS, WEGENER & CO.

Hongkong, March 3, 1905.

TO LET.THE FIRST FLOOR of YORK
BUILDINGS (opposite Messrs Gaupp
& Co.) For Offices.Apply to
KELLY & WALSH, LD.

Hongkong, September 2, 1905.

HONGKONG CLUB.**TO LET.**2 ROOMS, on the Ground Floor of the
Annex, from 1st September next,
suitable for Office.

For particulars, apply to the undersigned.

C. H. GRAVE,
Secretary.

Hongkong, June 1, 1905.

TO LET.TOP FLOOR of No. 19, Robinson Road,
Kowloon. A most desirable 4-Roomed
Flat. Grand View of Lyceum Park.
Moderate Rent.Apply to
THE ANGLO-AMERICAN STORE.

Hongkong, June 21, 1905.

TO LET.TWO FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 1st November, 1905.

MODERATE RENTALS.

Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, February 20, 1905.

TO LET.A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORTON TERRACE, facing the
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GODOWNS PRATA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, August 3, 1905.

TANSAN

A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka, by

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited. Kobe, Japan.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$9.00
Per Dozen Splits \$1.10

Crisp, Delicious, Invigorating.

Drink the World Renowned Nerve and Muscle Strengthening.

THE Original and Genuine is J. Clifford

Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, or depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity

TANSAN

Can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 8, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

SMART

UPTO DATE

MILLINERY

ALL KINDS OF HEADGEAR

MADE TO ORDER.

FIRST-CLASS

DRESSMAKING

BEST WORK ONLY.

CUT, STYLE AND FIT

GUARANTEED.

ESTIMATES ON

APPLICATION.

WM. POWELL, Ltd.,

HONGKONG.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS at 9 a.m.

The following are in stock:

PRIME Australian Beef, Mutton, Lamb,

Pork, Dairy Farm Kid-Pork.

Bacon, Best Wiltshire 70 cts. per lb.

Corro' Meat Extract, 2 oz. 70 cts. per pot

do do do 4 oz. \$1.25

Ducks, Local, (dressed) 50 cts. each.

Fish, Fresh Canadian Salmon, 50 cts. per lb.

Fish, Australian Smoked Mullet, 50 cts. "

do do do Schnapper, 55 cts. "

Geeso, Local, (dressed) \$1.50 each

Hares, Australian 1st Grade, \$1.40 each

Ham, Best York, 70 cts. per lb

Ham, Australian, 'Pineapple'

Brand, 60 cts. "

Kidney Australian Sheep 5 cts. each

Lemong, Australian 48 cts. & 60 cts.

Oysters, American, large size, \$2.50 per tin

Oysters, Australian 1st lot, \$1.50 & \$2.50

Pigeons, Local, 25 cts. each

Rabbits, Australian 1st Grade, 55 cts. "

Sausages, Own Make (of Aus-
tralian Meats) 35 cts. per lb

Snipe, Local, 35 cts. each

Tongues, Australian Sheep 30 cts. each

Turkeys, Choice Australian
(plucked), 60 cts. per lb

SPECIAL NOTE.

Orders required to be filled in the Early

Morning should be sent in before 3.30 p.m.

Orders for Noon should be sent in by

8.00 a.m. the same day.

Orders for 3.30 p.m. should be sent in by

Noon the same day.

Hongkong, October 12, 1905. -1275



ESTABLISHED A.D. 1841.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS

SCOTCH

WHISKY.

WATSON'S

Celebrated

'E' BLEND

VERY OLD LIQUEUR

Scotch Whisky.

A blend of the finest WHISKIES

distilled in SCOTLAND of

GREAT AGE,

VERY FINE MELLOW.

Pronounced by Connoisseurs to be the

BEST BLEND in the FAR EAST.

Per Dozen, - - - \$16.50.

The following are also recom-

mended, and are unsurpassed in

quality:—

A.—Thorne's Blend ... \$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour, Glenlivet 13.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 16.00

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

General Memoranda.

SATURDAY, October 14—

12.15 p.m.—Meeting of Hongkong Jockey Club in the City Hall.

2.30 p.m.—Auction of Ladies' Dress Materials, &c. at Mr V.I. Remedios' Sales Rooms.

9.15 p.m.—Boxing in City Hall.

MONDAY, October 16—

Goods per Benader undelivered after this date subject to rent.

WEDNESDAY, October 18—

9.30 a.m.—Military Gun Practice.

THURSDAY, October 19—

Noon—Meeting of Union Insurance Society of Canton, Ltd., at Head Office.

FRIDAY, October 20—

Noon—Meeting of Canton Insurance Office, Ltd., at Messrs Jardine, Matheson & Co.'s Office.

The China Mail.

HONGKONG, THURSDAY, OCTOBER 12, 1905.

CHINA'S CURRENCY.

ACCORDING to home papers the Liverpool Chamber of Commerce, the Foreign Office, and the China Association have been indulging in a triangular discussion of the thorny problem of a uniform national coinage for China. What they say and do is of little concern to China. She promised in 1902 in the Treaty then signed to place her unstable currency upon a more stable basis, but like all other promises it has not yet been honoured, nor does there seem any likelihood of any change being introduced for some years yet. China is all there in the matter of promising; but performing is an entirely different matter, her attitude when the time for action has arrived being much after La Fontaine's saying:—

Have plans to be discussed? of course. Then counsellors about. Should plans resolved to put in force? Then no one's to be found.

The feeling at home seems to be that China should be held to her Treaty and given alternatives. She could either adopt the gold standard and establish one central mint, or enact that the Chinese central mint should coin and issue dollars identical in value, so that they would all bear the same ratio to the Haikwan tael, in which duties are now paid. What the Chinese Board of Revenue declared itself willing to do, however, was to begin by reforming the copper currency, and afterwards to introduce a Board of Revenue dollar, and to regulate the promiscuous coinage of silver dollars by the provincial mints.

A uniform system of silver having thus been introduced the road would be paved for the introduction of the gold standard. How far China intended to go when outlining this policy cannot be said. How far she has gone is pointed out by the secretary of the China Association. He declares that so far as the reform of the copper currency is concerned enormous numbers of ten-cash pieces are being issued from about twenty different provincial mints. These mints are buying the discs from which the coins are made in various countries, some discs varying from 5 per cent. to 20 per cent. of alloy. No uniformity of currency is possible under such a system, and the intention of making a new dollar equivalent to 100 ten-cash pieces will have to be abandoned unless the irregularity in the copper coinage is first corrected. A quantity of this debased coin finds its way to Hongkong and could the local Government find it convenient and compatible with commercial requirements to issue a prohibition against it, the probability is that China would be brought to reason, and look to her mintage in a different manner from which she now regards it. All that any hard-up province has to do now, it seems, is to buy a plant and set up a mint of its own. The system might have convenience to recommend it, but it does not conduce to encouragement of genuine trade and commerce—or national wealth.

Information has reached the Pioneer from what is said to be a trustworthy source that a curious rumour is current in China that the Peking Government has by no means given up the hope of re-establishing its prestige in Tibet. The idea is that it will connive at the return of the Dalai Lama to Lhasa, taking such guarantees from him in the present extremity that he will consent to be the tool of the Amban at the Tibetan capital. The latter official would play the part of a second Dordjeff, and an effort would be made to break down the British influence over the Lamas such as it is. The effect of Sir Frank Younghusband's treaty would be nullified and some reality would be imparted to Chinese sovereignty over the country, hitherto of a most shadowy kind. Even the continued occupation of the Chumbi Valley by a detachment of troops from India would not counteract the effect of the re-appearance in North Western Tibet of the Dalai Lama with the Chinese Government openly in favour and the Amban rendering assistance by paying the way of his return to Lhasa. The Lamas who signed the treaty last year have a very limited amount of power, and they would not be equal to facing the personal danger which would threaten them if such a condition of affairs arose. The British Government has no direct hold whatever on Lhasa and is powerless to direct the course of political events there.

combined association can arrange and carry out. We have it on very good authority that several gentlemen interested in the sport in the Colony are considering the question of establishing an Association with the object of embracing the Army, the Navy, and two Volunteer Associations, and we have not the slightest doubt that when their plan is submitted to the various clubs the movement will be warmly supported. Lord Roberts in his appeal to the people to learn rifle shooting in order to be of use to the Empire in time of need urged the formation of all manner of associations to encourage familiarity with the rifle, and so far as we can see no better method of creating and sustaining interest could be devised than the organisation of comprehensive shooting competitions. With such a convenient range as King's Park, which—thanks to the personal interest of His Excellency the Governor—has been made comfortable and easily accessible, a programme of events embracing all types of shooting could be got off in three or four days. As for finances the competitions would be self-supporting, for the large number of entries certain to be received from the Army, the Navy, and the Volunteers, could be calculated as sufficient to defray working expenses and money prizes. Already there are in existence two or three Challenge cups—one given by Major-General Gascoigne and one by the Soldiers' Club—and no doubt other trophies would be forthcoming immediately an Association took definite shape. We hope to be able to say in a day or two that something has been done, for interest in the Interport shooting should be responsible for some activity on the part of the organisers.

The Japanese worry me with their jujutsu. They say they can wear any professional wrestler. I will show them how mistaken they are. They are astonishingly nimble. Well, so am I. Saying which M. Laberdeque of Paris cut a caper 6 ft. in the air, whirled round like a Catherine wheel, turned several somersaults, climbed up the wall, and finally stood on his head. 'I do all that every morning,' he explained. 'It is the best sort of exercise. I do it before a tall looking glass so that I can observe my movements.' To prove that jujutsu has no terrors for him he has thrown down the gauntlet to any Japanese champion for a stake of £200 to go to charity. The contest is to be governed by no rules at all. The Japanese will practice jujutsu, M. Laberdeque will use any methods he pleases.

Says the Paris correspondent of a Home paper:—Paris is very proud and pleased that a Frenchman won the Siene swimming race, beating Les Anglais in their own element; but I think that every one of the three hundred thousand people who looked on would have been more delighted still if Miss Kellerman had been victorious. I believe it has been discovered that she has French blood in her veins, but whether it was that, or only her sympathetic personality which made her a favourite with the crowd, I do not know. Anyhow, no one had eyes except for her, and every yard of the way cheers and cries of encouragement greeted her. And her manner of responding increased the warm-hearted French people's enthusiasm. As she slipped through the water easily and gracefully as a fish, in contrast to Billington, who left a wake as from a sower propeller behind him, she turned her head from side to side and smiled. She was merry from the time she started to when she stepped laughing out of the water.

Information has reached the Pioneer from what is said to be a trustworthy source that a curious rumour is current in China that the Peking Government has by no means given up the hope of re-establishing its prestige in Tibet. The idea is that it will connive at the return of the Dalai Lama to Lhasa, taking such guarantees from him in the present extremity that he will consent to be the tool of the Amban at the Tibetan capital. The latter official would play the part of a second Dordjeff, and an effort would be made to break down the British influence over the Lamas such as it is. The effect of Sir Frank Younghusband's treaty would be nullified and some reality would be imparted to Chinese sovereignty over the country, hitherto of a most shadowy kind. Even the continued occupation of the Chumbi Valley by a detachment of troops from India would not counteract the effect of the re-appearance in North Western Tibet of the Dalai Lama with the Chinese Government openly in favour and the Amban rendering assistance by paying the way of his return to Lhasa. The Lamas who signed the treaty last year have a very limited amount of power, and they would not be equal to facing the personal danger which would threaten them if such a condition of affairs arose. The British Government has no direct hold whatever on Lhasa and is powerless to direct the course of political events there.

On the question of tariffs a home journal says, 'clear evidence of the effect of foreign tariffs and influence is soon in the trade of the Philippines. Left to the exercise of their own free choice, the Filipinos dealt largely with the United Kingdom, but since they have been placed under the subjection of America they have been compelled to forgo their freedom and buy from America, and British goods are practically forbidden, though not yet choked off. We do not know if this taxation without representation is in any way resented by the Filipinos but no word is to hand as to any tax being thrown overboard. It is a long time since 1776.'

The interest raised by the Hon. Mr. Robert Sheehan on the question of whether sport fits the business man for his work or has an antithetical effect has drifted up the coast, and our Army correspondent in a recent letter gives a brief snapshot of how the human is affected when under the influence of work and play. 'It is amusing,' our observant correspondent says, 'to watch the young fellows returning from their arduous labours in their offices in Amoy, being carried limp and helpless, looking as though they had been undergoing some terribly fatiguing labours. They look as though they were being carried to the hospital to have some serious operation performed upon them, and yet half an hour afterwards these same men will be seen on the tennis lawn, jumping about like maniacs, and performing the most wonderful gymnastic feats in their wild endeavours to master the motions of a tennis ball.' This is rather rough on the rising talpans of Amoy, but every day similar sights might be witnessed in Hongkong. How imbecile and laylooking—to use the mildest language—are the youths who lounge back in the sedan chair with their feet propped up for support on the poles! One can never tell whether they suffer from overwork, over-play—or over-pay.

An interesting sidelight is thrown on the recent riots at Amoy by our correspondent at the port. The rioters, it will be remembered, had a special grievance against the Customs authorities and gave vent to it by violent attacks upon the Customs House and other property. It now transpires that the whole affair was engineered by someone who worked from behind the scenes and who wished to administer a little wholesome coercion on the Customs authorities. To this end a mob of coolies was hired to do the rioting at the magnificent rate of 50 cents a day, and how they did their work is known from the reports that were published at the time. The scheme was no doubt a good one from a Chinese point of view, and although 'it was not an entire success nothing more might have been heard about it but for a little omission on the part of the men who hired the army. They neglected to pay the men's wages. The latter on discovering the dishonest intentions of their employers found themselves practically 'between the devil and the deep sea.' They had been used as tools in a somewhat dangerous enterprise, and duped. Now with truly Oriental humour they have applied to their late (and successful) enemy to pay the wages due for having been attacked. This the Commissioner of Customs has, of course, refused to do, and now he and his staff have the rather picturesque threat hanging over them of being 'killed, stabbed, murdered or otherwise assaulted,' as soon as an opportunity presents itself to carry out these deeds of violence.

The Chinaman who was attacked in the street near the Ko-Shing Theatre yesterday succumbed to his wound later in the day. The man refused to say anything that would lead to the identification of his murderer and died without making any disclosure that would assist the police.

Union Church Literary Club.

Dr J. C. Thomson will lecture to-night at 8 p.m. on 'Chinese Surgery,' its methods and appliances. Mr J. D. Dyer Ball will occupy the chair.

Railways and Mines in Kwangsi.

It is reported that negotiations are proceeding between China and France regarding railways and mines in the province of Kwangsi. On the 2nd inst. Prince Tsai Chen paid a visit to the French Minister, who then proposed that the railway and mining enterprises in the province should be undertaken by China and France on joint account, and stated that the French Government would then be willing to remit three-tenths of the annual instalment of the Boxer indemnity. A French merchant (Mr Chazalon) is engineering the scheme.

STEARNS' WINE OF COD LIVER OIL

is the paragon of purity and perfection. It is a remedy, scientific and of definite value. Its effects are lasting.

Mistaken Diagnosis.

THERE are many people who have pains in the back and imagine that their kidneys are affected, while their only trouble is rheumatism of the muscles, which can be cured by a few applications of Chamberlain's Pain-Balm, or by dampening a piece of flannel with the Pain-Balm and holding it over the affected parts.

A pain in the side or the chest should be treated in the same manner and promptly relief is sure to follow. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

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It is reported that negotiations are proceeding between China and France regarding railways and mines in the province of Kwangsi. On the 2nd inst. Prince Tsai Chen paid a visit to the French Minister, who then proposed that the railway and mining enterprises in the province should be undertaken by China and France on joint account, and stated that the French Government would then be willing to remit three-tenths of the annual instalment of the Boxer indemnity. A French merchant (Mr Chazalon) is engineering the scheme.

STEARNS' WINE OF COD LIVER OIL

is the paragon of purity and perfection. It is a remedy, scientific and of definite value. Its effects are lasting.

Mistaken Diagnosis.

THERE are many people who have pains in the back and imagine that their kidneys are affected, while their only trouble is rheumatism of the muscles, which can be cured by a few applications of Chamberlain's Pain-Balm, or by dampening a piece of flannel with the Pain-Balm and holding it over the affected parts.

A pain in the side or the chest should be treated in the same manner and promptly relief is sure to follow. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

On the question of tariffs a home journal says, 'clear evidence of the effect of foreign tariffs and influence is soon in the trade of the Philippines. Left to the exercise of their own free choice, the Filipinos dealt largely with the United Kingdom, but since they have been placed under the subjection of America they have been compelled to forgo their freedom and buy from America, and British goods are practically forbidden, though not yet choked off. We do not know if this taxation without representation is in any way resented by the Filipinos but no word is to hand as to any tax being thrown overboard. It is a long time since 1776.'

The interest raised by the Hon. Mr. Robert Sheehan on the question of whether sport fits the business man for his work or has an antithetical effect has drifted up the coast, and our Army correspondent in a recent letter gives a brief snapshot of how the human is affected when under the influence of work and play. 'It is amusing,' our observant correspondent says, 'to watch the young fellows returning from their arduous labours in their offices in Amoy, being carried limp and helpless, looking as though they had been undergoing some terribly fatiguing labours. They look as though they were being carried to the hospital to have some serious operation performed upon them, and yet half an hour afterwards these same men will be seen on the tennis lawn, jumping about like maniacs, and performing the most wonderful gymnastic feats in their wild endeavours to master the motions of a tennis ball.' This is rather rough on the rising talpans of Amoy, but every day similar sights might be witnessed in Hongkong. How imbecile and laylooking—to use the mildest language—are the youths who lounge back in the sedan chair with their feet propped up for support on the poles! One can never tell whether they suffer from overwork, over-play—or over-pay.

An interesting sidelight is thrown on the recent riots at Amoy by our correspondent at the port. The rioters, it will be remembered, had a special grievance against the Customs authorities and gave vent to it by violent attacks upon the Customs House and other property. It now transpires that the whole affair was engineered by someone who worked from behind the scenes and who wished to administer a little wholesome coercion on the Customs authorities. To this end a mob of coolies was hired to do the rioting at the magnificent rate of 50 cents a day, and how they did their work is known from the reports that were published at the time. The scheme was no doubt a good one from a Chinese point of view, and although 'it was not an entire success nothing more might have been heard about it but for a little omission on the part of the men who hired the army. They neglected to pay the men's wages. The latter on discovering the dishonest intentions of their employers found themselves practically 'between the devil and the deep sea.' They had been used as tools in a somewhat dangerous enterprise, and duped. Now with truly Oriental humour they have applied to their late (and successful) enemy to pay the wages due for having been attacked. This the Commissioner of Customs has, of course, refused to do, and now he and his staff have the rather picturesque threat hanging over them of being 'killed, stabbed, murdered or otherwise assaulted,' as soon as an opportunity presents itself to carry out these deeds of violence.

The Chinaman who was attacked in the street near the Ko-Shing Theatre yesterday succumbed to his wound later in the day. The man refused to say anything that would lead to the identification of his murderer and died without making any disclosure that would assist the police.

BY TELEGRAPH.

INTERPORT RIFLE SHOOTING.

THE SHANGHAI SCORE.

A Total of 889.

(From Our Correspondent.)

SHANGHAI, October 12.

The team selected to represent Shanghai in the Interport Rifle match brought off their shooting yesterday afternoon, compiling an aggregate of 889.

HONGKONG'S SHOOTING.

Ahead of Shanghai.

The annual Interport rifle shooting match, in which Hongkong, Shanghai and Singapore met, was concluded, as far as the Hongkong team are concerned, on the King's Park rifle range, Kowloon, this afternoon. The day was a delightful one, the air being beautifully clear; the sun was warm, unobscured by clouds, although tempered by the strong right breeze which came from the north-east. The breeze, though appreciated as a cooling element, was detrimental to the riflemen as it was not at all steady.

The practice shooting this year was much better than last year, when the total score was only 919, which was equalled by Singapore. Under the Binley rules, in accordance with which this competition is governed, Singapore won the match, although the total was the same as that of Hongkong. Of the Hongkong team Corporal McEwen, R.E., was top-scoring with 98, Mr. A. Watson was second with 96 and Lieut. (now Captain) G. P. Lammett, H.K.V.O., was third with 95. Only one 'possible' was made, that by Lieut. Lammett at 500 yards, though at 200 Corp. McEwen was only one short of it and at 600 Mr. Watson was also one short.

Last week-end the first ten men of those practicing for the match totalled 930, which considerably raised the hopes of Hongkong's supporters. When the shooting started to-day it was thought that this total would be exceeded.

Owing to the energies of Mr. M. S. Northcote, who, for years past, has been to the fore in arranging the details for this match, everything was in readiness at the appointed hour. The targets were in position and the danger flags flying when the team arrived at the range, and little time was wasted before a start was made at the 200 yards.

The umpires were: Hon. Mr. L. A. M. Johnston, for Singapore; Capt. D. Macdonald (Butterfield and Swire) H.K.V.O., for Hongkong; and Capt. D. Macdonald, H.K.V.O., for Shanghai.

The detailed scores are as under:—

200 YARDS.	
Ac. Sgt. Simons *	44,585-30
Col. Sgt. Spooner *	25,455-29
Col. Sgt. Bullock *	55,554-33
C. P. O. W. Manning *	34,554-30
Mr. J. Walsh *	55,554-32
Mr. J. C. Gow *	54,554-33
Capt. G. P. Lammett *	54,444-28
Sgt. R. Lapsley *	45,554-31
Sgt. J. Andrews *	32,444-24

Total... 334

Average per man 92.4

500 YARDS.	
Simons *	53,455-32
Spooner *	53,455-33
Bullock *	55,554-31
Manning *	45,454-31
Walsh *	45,455-33
Gow *	54,455-32
Parkes *	54,455-32
Lammett *	54,455-32
Lapsley *	45,455-31
Andrews *	53,554-32

Total... 319

Average per man 91.9

600 YARDS.	
Simons *	55,444-32
Spooner *	24,254-24
Bullock *	45,454-29
Manning *	35,344-29
Walsh *	55,455-31
Gow *	54,454-31
Parkes *	54,454-31
Lammett *	45,555-32
Lapsley *	45,454-32
Andrews *	45,454-29

Total... 300

Average per man 90

AGGREGATE.	
Simons *	220
Spooner *	30
Bullock *	32
Manning *	32
Walsh *	32
Gow *	32
Parkes *	32
Lammett *	32
Lapsley *	32
Andrews *	32

Total... 304

Average per man 92.3

* Royal West Kent.

* Hongkong Volunteer Corps.

The complete record is as follows:—

1899: Hongkong, 919; Shanghai, 777; Singapore, 774.

1901: Hongkong, 927; Shanghai, 830; Singapore, 741.

1892: Hongkong, 839; Shanghai, 819; Singapore, 752.
1893: Hongkong, 822; Shanghai, 802; Singapore, 768.
1894: Hongkong, 823; Shanghai, 817; Singapore, 760.
1895: Hongkong, 804; Shanghai, 903; Singapore, 879.
1896: Hongkong, 916; Shanghai 900; Singapore, 870.
1897: Singapore, 934; Hongkong, 916; Shanghai, 860.
1898: Hongkong, 934; Singapore, 823; Shanghai, 893.
1899: Hongkong, 952; Singapore, 928; Shanghai, 897.
1900: Hongkong, 930; Singapore, 909; Shanghai, 900.
1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.
1902: Shanghai, 926; Singapore, 893; Hongkong, 870; Penang, 871.
1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 720.
1904: Singapore, 919; Hongkong 919; Shanghai, 906.
From 1899 to 1894 the match was fired with the Martini-Henry rifle; from 1895 onwards with the Lee-Metford.

AMOI.

(From Our Correspondent.)

AMOI, October 9.

Amoi just now is very quiet and nothing very much is happening to break the even tenor of things in this usually quiet and monotonous port. The American torpedo boats have come in, great black snake looking things, each with four funnels. As they glided into the harbour in their silent swift way, they gave one the impression that they had a vast amount of latent force, and that if they only liked to exert it, they could work wild destruction amongst any enemy that dared to oppose them.

THE TELEPHONE.

The telephone system about which I wrote you some months ago is now in full working order. In such a small place as Amoi, it seemed a quite unnecessary luxury, to have for us all so near other that a few minutes will bring us to almost any other house in the settlement. The tendency of the East however, is to minimise exertion to the lowest point possible. People out here appear to think that walking is a most dangerous accomplishment, and so coolies and chairs are in constant requisition in this little doll of an island.

The promoters of the Telephone Company are in distress for they are losing a deal every month. They had hoped that the Chinese mandarins would have allowed them to carry their lines across the narrow streets into the town of Amoi itself and that with the larger population there they would be able to secure sufficient business to make their venture a paying one. If they had only grasped a hundredth part of Chinese character, they ought to have known that no such concession would have been granted.

JAPAN'S MERCHANT NAVY.

From official statistics published in Japan and emanating from the Ministry of Finance it would appear that the Japanese mercantile marine has attained a position of still greater importance than might be gathered from the figures published by Lloyd's. The reason of this is probably the fact that all the ships belonging to the merchant navy of Japan are included in the Japanese statistics, even the very smallest, whereas in Lloyd's statistics the smaller craft find no place. It is proved, however, by both sets of figures that the mercantile marine of Japan has considerably increased since the outbreak of the war with Russia—not only by way of purchase or new construction, but by the captures made of vessels carrying contraband. According to the Japanese statistics the number and tonnage of the steamers in the last few years was as follows:—

Year	Tonnage
1903	276,449 tons gross
1902	241,441 "
1901	241,441 "
1900	241,441 "
1899	241,441 "
1898	241,441 "
1897	241,441 "
1896	241,441 "
1895	241,441 "
1894	241,441 "
1893	241,441 "
1892	241,441 "
1891	241,441 "
1890	241,441 "
1889	241,441 "
1888	241,441 "
1887	241,441 "
1886	241,441 "
1885	241,441 "
1884	241,441 "
1883	241,441 "
1882	241,441 "
1881	241,441 "
1880	241,441 "

The sailing fleet numbered, 1894, 722 vessels, with 45,359 tons gross. Up to the year 1900 these figures had increased to 8,850 and 320,672 respectively, but have remained pretty nearly stationary ever since, the totals for 1904 being 3,944 sailers, with 329,234 tons. But all around the coasts of Japan there exist besides large numbers of very small sailing craft totalling up, by last returns, to 19,827 boats. The average tonnage of Japanese vessels is therefore small, working out at 452 tons for steamers and 83 tons for sailers. In 1904 there were 23 steamers of over 5,000 tons, against 14 in the year 1900 and 1 in 1894—the number of those measuring from 2,000 to 5,000 tons grew last year from 59 to 151, and this is probably the largest single class of steamers in Asiatic waters, where the Japanese flag is so much to the fore. The number of steamers of between 500 and 1,000 tons in 1904 was 329, and of less than 500 tons 666. Probably also there are a great many steamers of still smaller tonnage, but they are not separately mentioned in the statistics. The sailing vessels are, mostly of small capacity: in 1904 there was only one measuring more than 1,000 tons, two of between 500 and 1,000 tons, no less than 1,206 of a size between 100 and 500 tons, 2,314 of between 20 and 100 tons, and some hundreds of small sailing boats of less than 20 tons included in the totals, but not separately specified.

As regards the age of Japanese merchant steamers, out of the whole amount of over 700,000 tons of steam shipping 120,000 tons are less than five years old, 191,000 tons of between five and ten years, and about 89,000 tons of an age between ten and fifteen years, the remainder being of older dates. Of steamers built of steel or iron and steel under ten years of age there are about 250,000 tons and there are a few wooden steamers, of which three measure more than 1,000 tons. So far as speed is concerned, there is only one steamer in last year's list of over 18 knots, three of 18 to 17 knots, three from 17 to 16 knots, seven from 16 to 15 knots, twenty from 14 to 13 knots, sixteen from 13 to 12 knots, fifty-two from 12 to 11 knots, eighty-six from 11 to 10 knots, and 134 from 10 to 9 knots, the remainder being vessels of slow speed. This means that Japanese steamers have become more and more numerous, the number of foreigners engaged being now very much smaller than it was a few years ago; it is to be feared, however, that this rule will have to be relaxed, the great increase in the number of vessels making it difficult to officer and man them, entirely with Japanese subjects.—Fairplay.

CHAU TUNG SHANG'S FLIGHT.

(From Our Correspondent.)

CANTON, October 11th.

Rumour has gained currency here to the effect that Chau Tung Shang has committed suicide in Shanghai, but at an interview with one of Chau's relatives the statement was contradicted. It is further rumoured that he is hiding in the foreign Settlement looking for foreign protection. No confirmation that he has been detained by the Shanghai Taotai has been received yet. The fact that Chau has telegraphed to a firm of solicitors at Hongkong to send a representative up is true.

Since the issue of the official notification limiting the liabilities of the firms in which Chau holds shares, the business community has quietened down considerably. But the sensational excitement is by no means over yet.

SPORTING.

Six-a-side Football.

The six-a-side football competition was advanced another stage yesterday afternoon when Lang's team beat Gray's by 3 goals to one and Bateman's drew as 3 Chard's.

Name	Pld.	Wn.	Lost	Drawn	Points
Gray	3	0	0	0	6
Lang	4	1	1	2	4
Bateman	3	0	0	3	3
Macpherson	2	1	1	0	2
Knyvett	2	0	0	2	2
Chard	4	0	3	1	1

Rowing.

At the Victoria Recreation Club yesterday a scratch rowing race was contested, the crews competing being:—

No. 1.—"Shamrock," L. A. Musso (stroke), H. S. Holmes, R. W. Pearson and J. Cruikshank.

No. 2.—"J. A. S. Alves" (stroke) J. W. Bains, A. V. Barros and H. O. Sayer.

No. 3.—"Thistle," T. E. Pearce (stroke), F. M. Rosa Pereira, J. M. Rosa Pereira and T. A. Griffiths.

The "Shamrock" got away with a fine start and secured a length on the other two boats. The "Thistle" was a good distance behind the "Rose," which was led from end to end, winning in a very easy fashion. Only at one stage did the "Rose" appear dangerous, but the effort made was not sustained and the "Shamrock" went away again. The "Thistle" was in the rear of the whole race and finished a good distance behind the "Rose." Wins of training was apparent in all crews, and the rowing was not of a good standard. The V.R.C. oarsmen will need to show considerable improvement if they are to make a good showing in the forthcoming regatta.

Messrs. F. Lammett and W. Armstrong were judges and Messrs. G. A. Caldwell and E. W. Mitchell were starters.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The yachting season may now be said to have fairly set in and the usual sailing races of both the Royal Hongkong Yacht Club and the Corinthian Yacht Club will shortly be initiated. The R. H. Y. C. will shortly start their first race towards the end of the present month. It is expected that the Hon. Sec. Capt. W. Watson, H.K.V.O., will publish a list of the dates within the next few days.

I noticed Mr. Tooker's "Vernon" out recently. She has a nice looking new suit of sails which are being stretched, being used without battens. Mr. Toomer's "Elisbeth," which, by the way, is to be sailed by the Hon. Dr. Francis Clark this season, has also a new set of sails and she, too, looks very well. As the Hon. Mr. F. H. May is away from the Colony, "Dione" will not be steered by him this season. We understand that Mr. A. G. M. Fletcher is to take the helm of this fine little craft during the racing season. Whether he will be as successful as his late helmsman remains to be seen, but I expect to see "Vernon" do better this year. Mr. Tooker did not have the best of luck last season, and even the longest lane has a turning. I have heard it said that "Alison" will not compete this season in the Championship class. She has been sold to Messrs. J. Wallen and O. Stockhausen.

Two of the one-design class have also been sold. Captain Crichton having disposed of "Min" to Mr. A. B. Rouse, and Mr. A. Denison having sold "Erica" to Messrs. P. Hill and O. Meyer.

Six of the Handicap class have been sold, viz., "Chancellor" (to Mr. O. N. Orme, Mr. F. P. Hoy), "Major" (to Messrs. "Sanja" (to Mr. B. Agard), "Miss" (to Mr. C. A. Toomes to Mr. G. Meyer), and "Iris" (to Mr. B. Agard) and "Mace" (to gentlemen not members of the R.H.Y.C.). Among the cruiser class "La Cicale" has passed out of Mr. Macdonald's hands, having been purchased by Mr. A. B. Rouse. "The Snipe" has been sold by Messrs. Davis, Brooks Smith, Rouse and Warre to Mr. H. E. Pollock; and "Erica" and "Havard" have also changed owners.

Mr. King recently built two Chinese rigged cruisers, one of which has been purchased by Mr. H. E. Pollock and named "Moonraker." The other is waiting a purchaser.

This vigorous young Club is showing signs of further increasing its popularity this season.

In addition to the two new boats Mr. King has in hand, the Aberdeen Dock is building one.

A fourth gentleman has intentions of building another, I fancy.

Whoa! What a race the racing in the Club should be to even more interesting than it proved last season, and the cruises which will be organised during the season will go far towards inducing other aspirant yachtsmen to build. Most of those at present in the water have new suits of sails for their racing, and variety is shown in the cut of them.

PARIS LETTER.

(From Our Correspondent.)

PARIS, September 8.

Parisians are returning in shoals from the sea-side resorts and from the country, where they make their villégiature, owing to the cold and wet. "La morte saison," as the French call it, from July to the 15th September, is just the time when numbers of English and American tourists come to Paris, yet the principal stores in the fashionable Rue de la Paix and Boulevard are closed. It is estimated that 70,000 English and Americans are in Paris at this date. As the population of Paris is under three millions it will easily be seen what a large factor in the social and commercial life of Paris the English-speaking contingent is, and how its influence must obviously be felt. Apropos of American visitors to Europe it is complained that they "spoil" the Hotels and shopkeepers wherever they go. For instance there are cafés and restaurants in Paris where it is impossible for a person of moderate means to enter, owing to the high prices, and increased pourboires of the gaudy, caused by the reckless way in which Americans have scattered their money, and the familiarity with which they act towards the employés. Many letters have appeared in a prominent New York newspaper on that very point. Men and women from the various States who have made their "pile" and come over to Europe to have "a good time," cannot understand the difference in money value between the two continents. They are told it is usual to give a garcon 10 centimes for a pourboire on each franc, and they confuse between a cent and centime. Hence if they order a glass of beer or a cup of coffee, which in a good café costs 40 centimes, they give the garcon a franc for payment, and for his pourboire or tip. In the good old days before the "invasion of the Globe-trotters" you could have your cup of coffee or a petit verre for a few sous, and you gave the garcon two sous, and he thanked you and bowed politely—most politely. Now every English speaking person is regarded as a rich American who gives ten times more than a Frenchman, and who jokes with the employés, and is treated accordingly. Verily, "familiarity breeds contempt."

The King of Greece, who has been staying at the Hotel Bristol, in the rooms usually occupied by his brother-in-law, King Edward, has just left Paris. He went out walking on the Grand Boulevard at night accompanied by his private Chamberlain just like two bank-clerks on a fortnight's holiday. Like our own King Edward he is a good Parisian, as the French say, a bon garcon, which being interpreted means, he enjoys himself, and "does not make any fuss about it."

As one King departs another arrives in this city of the Republic. Now we have the King of the Belgians. King Leopold is accompanied by his aide-de-camp, Baron de Snoy, his private Secretary, and his private physician. He is on his way to Nice, where he is having built a chateau. The King of the Belgians owns considerable property in the South of France. Like his friend and kinsman King Edward, he dearly loves Paris, and is very often here on incog. visits.

Lieu-She-Shun, first Secretary of the Chinese Legation at Paris, has just been nominated Chinese Minister to the French Government in the place of Soum-Pao-Ki, who has been recalled to Peking by the Emperor to help with his advice in the great contemplated reforms. The new Minister, Lieu-She-Shun, is very popular in Parisian Society, and on his nomination being made known a number of his friends, French and English, called on him at his apartments in the fashionable Avenue Wagram. The English Colony here is particularly interested, as a few years ago he married an English lady, and he has a little son with a fine half Chinese and half English. These things naturally fit the new Minister to deal with our modern European ideas and morale. Scum-Pao-Ki, the former Minister, will rest, however, at the head of affairs here to settle certain diplomatic matters he has on hand.

A very grave Colonial scandal is agitating France now. The Council of War at Senegal is trying an officer of the French Army for assassinating a negro. The greatest mystery surrounds the details of the unhappy affair, which goes back a year and half ago. The case has been managed with absolute secrecy both in Africa and in France. The Journal has managed to get information which has astonished the War Office and the office for Foreign Affairs.

The officer implicated is Lieutenant Duhamel, who was sent to Dakar a year and half ago to assist the military judges. He is charged with having tortured and caused to be executed without trial a negro, Omar Diallo. The place where he was stationed is in French Guinea, and on the frontier of Liberia the negro, Omar Diallo, was employed as a kind of Police Sergeant on the frontier, and for some slight breach of discipline was arrested. He managed to escape after twenty-seven days, but was recaptured, put in chains, and imprisoned. He was brought before the Lieutenant, who had him brutally flogged, and dragged by his hair back to prison. The next day Lieutenant Duhamel had two visitors to lunch, Lieutenant Fournier and Dr. Durand. "Have you ever seen a nigger's head cut off?" he said to his guests. "Good heavens, no," answered the guests. "Very well, I am going to give you a good show then," said Lieutenant Duhamel. "To cut a long, painful story short, he ordered the negro to be brought before him and told a native Corporal to cut off the prisoner's head. This order was given without a single question being put to the victim, and without any trial. The Corporal gave a fearful cut at the neck of the poor wretch, and only half cut the head off. As the man fell to the ground, bathed in blood, and writhing in agony,

the Lieutenant sent for his revolver and shot at the dying man, until he was dead. The defence in that it was necessary to be firm and strict to "inspire" confidence in the natives of French justice and discipline. The Lieutenant is being tried for assassination. As the negro was an unaccompanied officer, and was killed without trial, the Government will deal with the case in a strictly judicial manner.

Owing to the efforts of Mr. Roosevelt to promote peace between Russia and Japan, some prominent Frenchmen in Paris have taken steps to have a large Palace of Peace built, and to rename the beautiful Rue de la Paix, and in honour of the President to call it Rue Roosevelt. Two cities in France have commenced to name streets Roosevelt. Of course we give credit where credit is due. No doubt Mr. Roosevelt worked hard to get the Russo-Japanese ended. But the suggestion of the conference did not emanate from him. Truly one sow, and another reaps.

King Edward is expected here in a few days. The French Press is commenting freely on the fact that the Emperor and Empress of Germany leave to-night for Hamburg, and that King Edward will depart from Marseilles at the same time. A meeting between the two sovereigns would have been very easy, had they desired it.

The International Congress of Free-thinkers is holding its meetings in Paris for three days. On Sunday last they had a grand Demonstration before the statue of the youth La Barre who was tortured and burnt alive at a crucifix. The statue of La Barre is erected right opposite the principal entrance of the immense church of the Sacred Heart, on Mont Martre which the Jesuits built on a concession from the city of Paris in 1878. It is said the church will be used for secular purposes soon.

BY WHARF AND WAVE.

The s.s. "Shandon," 3,850 tons gross register, is ashore near Kertch.

The s.s. "Umzumbi," 3,319 tons gross register, built in 1904, Natal, is ashore near Umzumbi. She is said to be valued at about £43,000.

The turbine Allen Line steamer "Victorian," 10,630 tons gross register, built last year, Montreal to Liverpool, is reported ashore in a bad position off Cape St. Charles. She is stated to be valued at £200,000.

The s.s. "Clavendale," 4,223 tons gross register, built in 1904, Hongkong to Vladivostok, which was posted as missing on the 3rd May, and a total loss paid by her, is now reported, by an unsigned telegram, stranded at North Olga.

The "Leyland liner" "Virginian," 4,130 tons register, from Antwerp, is ashore at Crane Island below Quebec. Being one of the boats of the Morgan Company, she is uninsured, as she is below the limit of value at which the Company effects its margin of insurance.

According to the casualty returns compiled by the Liverpool Underwriters' Association, the casualties to vessels of 500 tons and upwards posted in the last book during August were: From weather damage, 30; from foundering and abandonments, 1; from stranding (including 13 total losses), 110; from collisions (including 2 total losses), 103; from fires and explosion (including 2 total losses), 32; missing, 1; damage to machinery, shafts, and propellers, 47; other casualties, 12—or a total of 355 casualties of which 28 British vessels, against 385 (19 total losses) in August last year, 392 (14 total losses) in August, 1903, and 304 (20 total losses) in August, 1902. Of the total losses during that month, 2 sailing-ships, of 3,241 tons, and 2 steamers, of 4,833 tons, were British, and 11 sailing-ships, of 13,219 tons, and 7 of 12,117 tons, and 11 steamers, of 12,117 tons, and 22 foreign vessels, of 11,847 tons, in August last year.

On Sept. 1 the large steel screw steamer "Clan Macpherson" was launched at Hartlepool by Messrs. Furness, Withy and Co. (Limited). The vessel is built to the order of the "Clan" Line (Messrs. Cuyler, Irvine and Co.), Glasgow. The vessel is over 400 feet in length, of the three-deck type, with two steel decks laid all fore and aft, and takes Lloyd's highest class, the scantlings being considerably above the requirements. She has a total capacity of 431,718 cubic feet of ventilation in all fore and aft for water ballast, and especially strong hinged deck tank immediately forward of the engine-room, the after peak being also available as a tank. The vessel is divided into eight watertight compartments by seven bulkheads, arranged throughout the vessel. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers, 12 derricks, powerful windlass, and patent steam steering gear fitted under the bridge. Girders and wide-spaced pillars are fitted in the holds in lieu of stanchions, leaving ample space for the stowage of cargo. A complete system of ventilation is arranged throughout the ship. She has five large hatchways, ten powerful steam winches, large multi-tubular donkey boilers,

